4 Transportation

Figure 4.01 - Increasing the diversity and number of viable transportation options – whether for personal, business, or recreational needs – is something Monroe residents want to accomplish over time. *(Image source: Studio Cascade, Inc.)*

Introduction

The Transportation chapter provides an overview of the City's existing transportation conditions, community needs, and discusses opportunities and challenges. The Chapter summarizes the detailed transportation analysis and findings contained in the City's Transportation Plan (reference Appendix D).

Transportation related goals, policies and action items are included in Chapter 2. These goals, policies and action items guide plan implementation, including transportation related funding and regulatory decision-making.

Purpose & Relationship to the Growth Management Act (GMA)

The Washington State Growth Management Act (GMA) includes 14 State planning goals (RCW 36.70A.020) that guide the preparation and adoption of comprehensive plans and development regulations. The following GMA goal provides transportation-specific guidance:

> *"Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans."*

The GMA requires that comprehensive plans include a transportation element. Additionally, in 2005 the Legislature added a requirement for a pedestrian and bicycle sub-element.

In accordance with the GMA, Monroe's comprehensive plan must consider the following topics:

- *Land use assumptions used in estimating transportation modeling*
- *An inventory of facilities and services, including needs*
- *Level of Service (LOS) standards, including actions for bringing locally owned transportation facilities or services into compliance*
- *Forecasts of traffic for at least 10 years*

- *Transportation Improvement Program (six year horizon), including financial plans for identified improvements*
- *Identification of state and local system needs to meet current and future demands*
- *Estimated traffic impacts to state-owned transportation facilities*
- *Intergovernmental coordination efforts*
- *Demand management strategies.*

Concurrency & Consistency

Concurrency is one of the key GMA requirements and refers to the timely provision of public facilities and services. Transportation concurrency means that adequate transportation facilities are in place to serve new development as it (development) occurs, or that a financial commitment be in place to complete the improvements or strategies within six years.

Concurrency may not be used to require new development to correct existing transportation deficiencies. To maintain level of service standards, local governments must have a program in place to correct existing transportation deficiencies.

Transportation is the only public facility where the GMA specifically requires development to be denied if concurrency is not met. While the GMA gives special attention to transportation concurrency, local governments have flexibility regarding how to apply concurrency to other public facilities and services within their plans and regulations. Concurrency for other public facilities and services is discussed in Chapter 8 - Capital Facilities & Utilities.

Land Use Assumptions

The GMA requires close coordination and consistency between transportation and land use in comprehensive plans. In updating this plan, Monroe's transportation system forecasts and Level of Service (LOS) standards were coordinated with the plan's land use policies and growth forecasts. Transportation modeling and forecasts also took into consideration field assessments of Monroe's existing infrastructure and land use patterns.

Figure 4.02 - A transportation-related workshop included a "walking audit" led by consultants from the firm Fehr & Peers, helping residents understand and refine transportation-related objectives for Monroe. *(Image source: Studio Cascade, Inc.)*

The future land use map (Figure 3.05) shows, by area, little change in existing use patterns. Policies encourage growth within existing City limits, tapping infill opportunities near downtown and in North Monroe, and development along the Main Street corridor including mixed-use.

Transportation System Overview

Monroe's street system accommodates multiple transportation modes that move people and freight throughout the City and broader region. While the automobile is the primary means of transportation, Monroe's street network accommodates several other modes of travel including walking, bicycling, and public transit.

Three State highways, SR 522, US 2, and US 203, provide the backbone of the City's transportation

grid and shape how residents and visitors experience Monroe. In summary:

- *SR 522 is an elevated, limited-access, divided stretch through the southwest of Monroe and terminating at US 2 near the Fairgrounds.*
- *US 2 runs east-west through the center of the community, is fronted by heavy development on both sides east of 522, and experiences frequent congestion. The Burlington Northern and Santa Fe (BNSF) railroad runs along the south side US 2, creating at-grade crossings at five roadway intersections.*
- *US 203 is a north-south route, and once inside City Limits, becomes Lewis Street, passing through some of Monroe's oldest and most stately neighborhoods before terminating at US 2.*

Certain Monroe streets lack sidewalks and bike lane facilities. These streets include portions of US 2, West Main Street, and Woods Creek Road. Such streets tend to reinforce the auto-oriented commuting patterns observed in Monroe (see Figure 4.03).

As Figure 4.03 indicates, 72% of Monroe residents drive to work alone, 11% carpool, and 17% commute using other modes.

US 2 is a major transportation obstacle between the north and south parts of the City. This is due to signal timing which favors highway traffic and the width of the roadway making it unappealing for pedestrians to cross.

SR 522 is also a major highway, but is elevated, allowing travelers easier transit under its right-of-way (ROW) at three locations:

- *US 2*
- *Intersection of 179th Avenue SE/154th Street SE*
- *West Main Street*

The City has installed sidewalks and crosswalks built to Americans with Disabilities Act (ADA) standards on most streets. An example of a recent investment includes the construction in the downtown core, where there has been an emphasis on pedestrian safety.

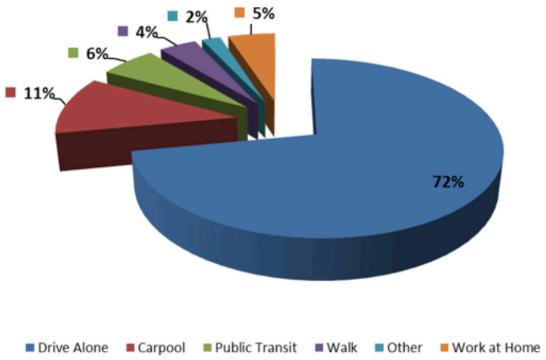

Figure 4.03 - This chart depicts data collected on modes of transportation to work, indicating a sizable majority of Monroe residents commute alone. (Image source: 2009-2013 ACS US Census)

Functional Classification of Roadways

Streets function as a network. The street network's efficiency depends on how well the streets complement each other to serve different trip types.

All streets have been classified using the Federal Functional Classification system described in Table 4.01. The locations of city street classifications are identified in Figure 4.04. Functional Classification groups streets and highways into classes according to the character of service the street provides.

Primary Arterials

Two roadways included as part of the Federal Highway Administration's (FHWA) National Highway System are US 2 and State Route 522. These two highways are primary arterials and serve as the major east-west and north-south routes through Monroe. US 203, locally known as Lewis Street, is another primary arterial.

Detail on each of these primary arterials is as follows:

- **US Highway 2 (US 2)** *is a state-controlled route that runs east/west through the City. It originates from the west at Interstate 5 (I-5) in the City of Everett and runs east through Monroe and over Stevens Pass into Eastern Washington.*

  US 2 has two through lanes approaching Monroe from the west, expands to three

lanes at its intersection with 179th Avenue SE, and then to five lanes (with turn lanes) between SR 522 and Old Owen Road. US 2 narrows back to two lanes east of Old Owen Road. US 2 is identified as a Highway of Statewide Significance, and is on the National Highway System.

- **State Route 522 (SR 522)** *is also a state controlled roadway. From the south, it originates at I-5 within the City of Seattle and terminates at US 2 in Monroe.*

  From I-405 in Bothell, SR 522 operates as a four-lane freeway to a point just east of the Paradise Lake Road intersection. From Paradise Lake Road to Elliot Road, SR 522 has two lanes with limited access points. From Elliot Road (just west of the Snohomish River) to the US 2 merge, SR 522 is a four-lane divided highway. SR 522 is identified as a Highway of Statewide Significance.

- **US 203 (Lewis Street)** *is the third state controlled route in Monroe. It begins at SR 202 in Fall City and terminates at US 2 just north of downtown. Within the city limits, the roadway is known as Lewis Street.*

  Between US 2 and the south side of the train tracks, Lewis Street is a six-lane roadway with no parking. It then becomes a two-lane facility with parking on both sides through downtown. South of Main Street, the surrounding land uses become residential and Lewis Street continues as two lanes with an attractive planted median, parking on both sides, sidewalks, and planter strips. Lewis then crosses the Skykomish River at the city's southern boundary. US 203 is identified as a Highway of Regional Significance.

Minor Arterials

Described below are existing minor arterials and their characteristics:

- ***Chain Lake Road*** *originates from the north at Trombley Road (outside of city limits) near Chain Lake and ends at US 2 where it continues south as US 203. North of the North Kelsey Street intersection, Chain Lake Road is a two-lane roadway. From North Kelsey Street to US 2, it operates as a two / three lane roadway with widening to provide additional turn lanes at the US 2 intersection.*

- ***Fryelands Boulevard / Roosevelt Road*** *begins at West Main Street and operates with four lanes to US 2, where it narrows to two lanes and continues north of the city limits. Fryelands Elementary School peak times and crossing delays at US 2 / BNSF tracks create congestion issues on this arterial, and the roadway is the main access out of some residential areas. Much of Fryelands Boulevard features an attractive median with a shared-use trail that runs along the west side of the street.*

Table 4.01 - *Functional Classification of Roadways*

Roadway Type	Description / Purpose	Examples
Primary Arterial	A high-speed roadway that serves through-trips and connects Monroe with other areas	▪ SR 522 ▪ US 2 ▪ SR 203
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through-trips	▪ W Main Street ▪ Fryelands Boulevard ▪ Woods Creek Road
Collectors	Collect traffic from the local roads and connect to the arterials	▪ Country Crescent Boulevard ▪ Kelsey Street ▪ 179th Street SE
Local	Local streets provide access to private property or low-volume public facilities	▪ Sumac Drive ▪ Currie Road

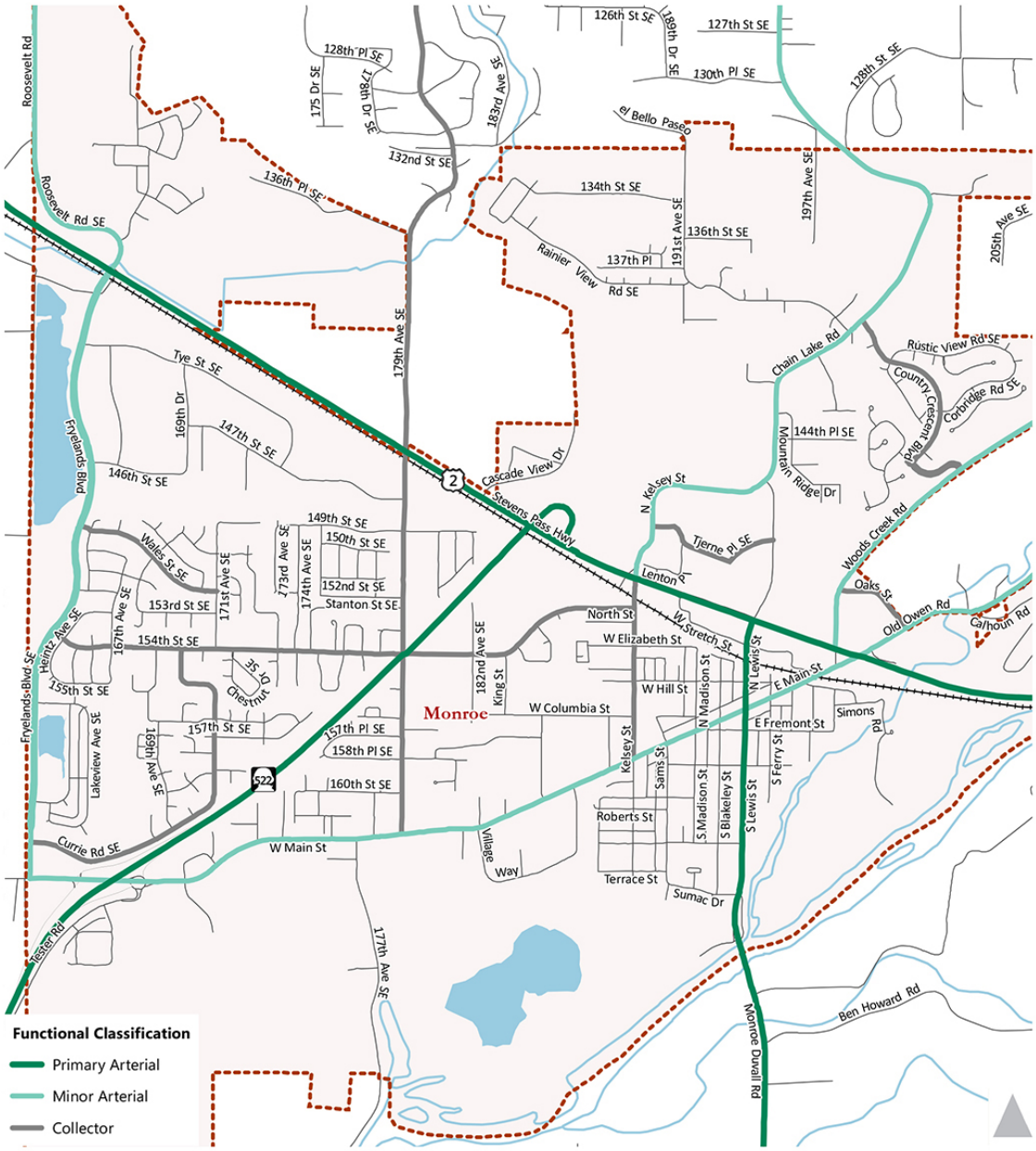

Figure 4.04 - Monroe's functional classification system of roadways, as applied to existing conditions. *(Image source: Fehr & Peers, Inc.)*

- ***Woods Creek Road** is a two-lane minor arterial, beginning at US 2 and ending north of the City at Lake Roesiger Road. Except at the south end, Woods Creek Road has a very rural character and provides few pedestrian facilities - despite its status as one of just two contiguous east-west routes on the east side of the city.*
- ***Old Owen Road / Main Street** is a two-lane minor arterial with the name change occurring at US 2. Main Street runs southwest to eventually become*

Old Snohomish-Monroe Road at the city limits. Downtown Monroe is located along this corridor for the most part, with shops and eateries, as well as on-street parking.

Old Owen Road is a two-lane minor arterial that runs northeast beginning at the intersection of US 2 / Main Street into the City of Sultan.

- ***North Kelsey Street** is a five-lane minor arterial extending from US 2 to the roundabout with Chain Lake Road. South of US 2, North Kelsey Street becomes a collector. The roadway has curbs, sidewalks, and gutters, as well as pedestrian pathways that provide separation from motor vehicles.*

The Washington State Department of Transportation (WSDOT) has long-range plans to create a bypass which would realign US 2 to the north and extend SR 522 to meet with the realigned US 2. US 2 would then tie back into its current alignment east of Old Owen Road. To the west, the US 2 bypass would generally parallel existing US 2 and tie back into its existing alignment just west of the Campbell Road Interchange in the city of Snohomish. This bypass would eliminate much of the through traffic. This would provide opportunities to redesign the original US 2 corridor, making it more welcoming to all modes and more suitable to north-south crossings. Monroe Stage 3 will extend the 4-lane divided limited access US 2 Bypass Route from the SR 522.

Pedestrian Facilities & User Groups

Residents and visitors in Monroe walk as part of their daily travel for many reasons. Children attending school, commuters taking the bus or connecting with a carpool to get to work, and senior citizens making midday trips, all require safe pedestrian amenities.

Sidewalks, crosswalks, curb ramps, and small curb radii help create a safe and welcoming environment for pedestrians. Buffers between sidewalks and traffic lanes in the form of landscaping or on-street parking can also provide relief and separation from traffic for pedestrians.

As shown in Figure 4.05, Monroe currently offers a mix of pedestrian amenities, including concrete sidewalks, pedestrian bulb outs, separated multipurpose paths and gravel shoulders.

Figure 4.06 shows the City's current multiuse paths and bicycle-friendly features and locations. Concrete sidewalks with curbs and gutters tend to be located along major streets and adjacent to schools or parks. Retail areas tend to have more raised sidewalks with plantings that help buffer walkways from the roadway.

Many of the City's local streets offer a low speed, low volume environment that is comfortable for walking and bicycling, even where sidewalks are not provided.

At most intersections along US 2 with traffic signals, marked crosswalks for pedestrians are provided. There are marked crosswalks near most schools, as well as in the retail district north of US 2 and in downtown.

Pedestrian Counts

Counts are higher close to the Monroe High School at the West Main Street roundabout, as well as at various locations along US 2 near retail uses and transit stops.

As non-motorized travel in Monroe is seasonal in nature, a significantly higher volumes of bicyclists and pedestrians were observed (though not tallied) in the late spring through early fall.

Bicycling Facilities & Users

Monroe area residents travel by bicycle for a variety of purposes. Existing trails serve as recreational bike ride routes, but there are also a number of quiet local streets (particularly south of US 2) that provide reasonable accommodations for bicycling as a part of day-to-day travel.

Very few people tend to use bicycles to commute in Monroe, as is exhibited in the journey to work data (Figure 4.03). Part of this may be that existing facilities - particularly north of US 2 - are not ideal for cyclists, and another part may be the fact that the distance between origins (like homes) and destinations (work, school, or shopping) are too long or hilly.

The city does not currently have many on-street bicycle facilities but has identified key bicycling routes for future improvements. Figure 4.06 shows the existing multi-purpose pathways.

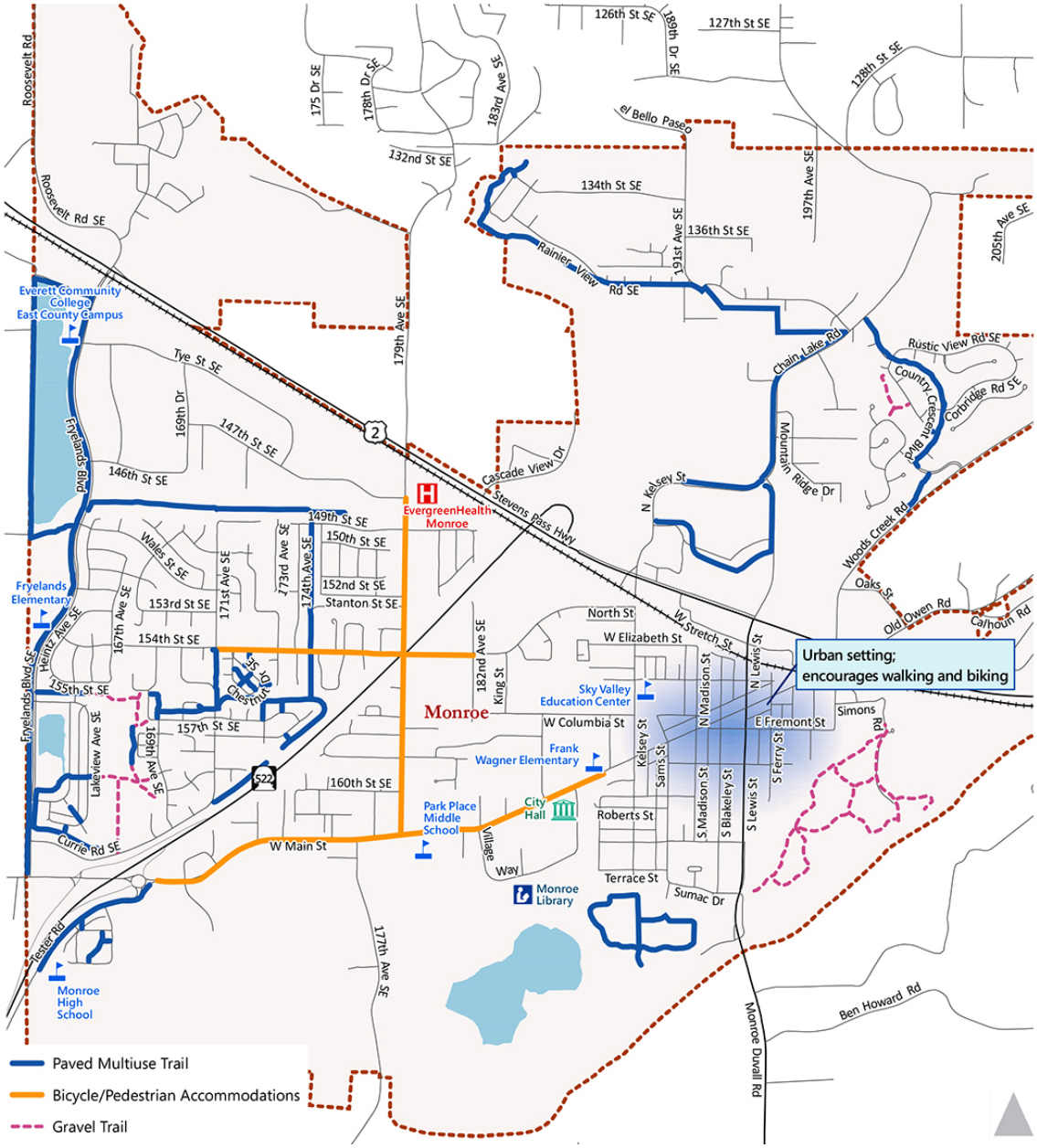

Figure 4.06 - Existing multi-use pathways and trails in Monroe. *(Image source: Fehr & Peers, Inc.)*

Bicycle Counts

Evening peak traffic counts performed for this plan included bicyclist volumes. Similar to trends observed for pedestrians, the seasonality of the count didn't capture a high volume of cyclists. It is expected that volumes pick up with warmer and drier weather.

Transit Services

Some Monroe residents rely on public transit, although it is not the main method for most residents' journey-to-work (see Figure 4.03). Currently, Community Transit (CT) is the sole provider of public transit in Monroe. As of Spring 2015, existing CT Transit routes included routes 270, 275, 277, and 424.

Figure 4.05 - Examples of various existing conditions and features serving pedestrians in Monroe. *(Image source: Fehr & Peers, Inc.)*

The CT route map is shown in Figure 4.07, All routes use the Monroe Park & Ride on US 2, west of 179th Avenue SE. The CT route descriptions are found in Table 4.02.

CT also provides paratransit service for people whose disability or condition prevents them from using Community Transit regular route buses. The service can pick up or take a qualified customer to or from locations within 3/4 of a mile of a Community Transit local, non-commuter bus route, during the hours that the bus route runs in that area.

In addition to the CT routes discussed above, Microsoft also provides transport services for

Table 4.02 - *Community Transit Monroe Routes as of July 2015*

Route Number	Area Served	Service	Park and Ride	Other Comments
270	Monroe/Everett to Gold Bar	One-hour headways during peak periods towards Gold Bar, and slightly over one-hour headways towards Everett between 5 am and 7 pm.	Yes	Stops at US 2 at Chain Lake Road, and Tjerne Place.
271	Everett to Monroe.	One-hour headways in both directions on weekdays and Saturdays.	Yes	Stops at US 2 at Chain Lake Road, and Tjerne Place.
277	Everett Station to Gold Bar.	Two peak-hour trips in the peak-direction every weekday.	Yes	A terminus at the Boeing plant in Everett,
424	Downtown Seattle to Monroe.	Two peak-hour trips in the peak direction every weekday	Yes	Stops at US 2 at Chain Lake Road, and Tjerne Place.

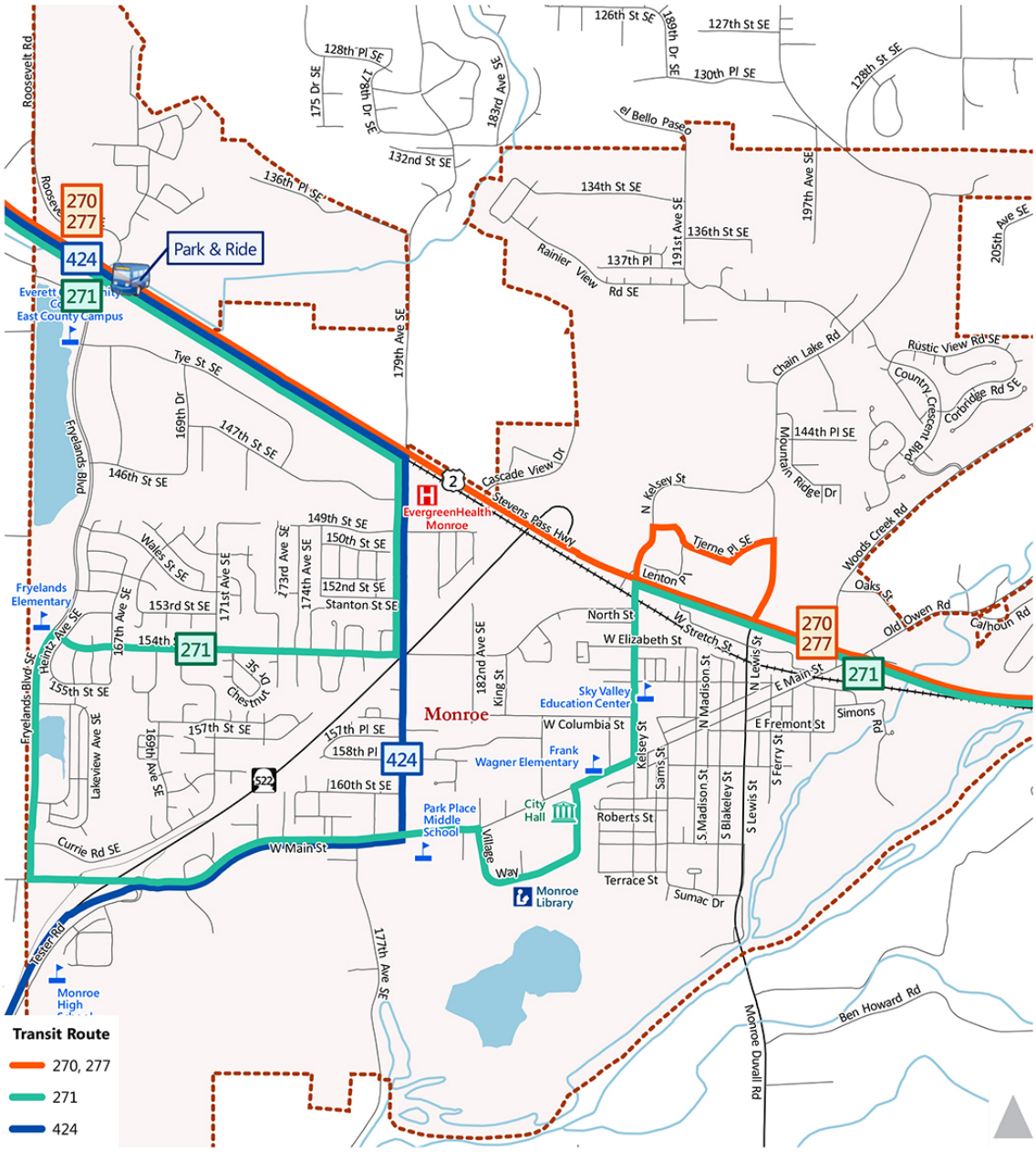

Figure 4.07 - Public transit routes in Monroe, provided by Community Transit (CT). *(Image source: Fehr & Peers Inc.)*

their employees via The Connector, which stops at Fairgrounds to the Redmond campus.

Freight Movement

In addition to the BNSF railroad line, movement of freight through Monroe occurs primarily along US 2, SR 522 and US 203 (Lewis Street) as shown in Figure 4.08.

US 2 provides the only highway access east and west of Monroe, which makes it a very important, heavily-travelled freight corridor. US 203 and SR 522 are also vital for freight movement, and connect cities to the south with Monroe. Beyond

Table 4.03 - *Level of Service (LOS) Definitions*

LOS	Description
A	Free-flowing conditions
B	Stable operating conditions
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists
D	High density of motorists, but stable flow
E	Near-capacity operations, with speeds reduced to a low but uniform speed
F	Over capacity, with delays

Source: 2000 Highway Capacity Manual

these primary routes, delivery vehicles use many other streets to reach their final destinations.

One issue that emerged frequently during the comprehensive planning process was rail traffic's impact on mobility within the city. For the most part, north-south traffic movement cannot proceed when trains pass, and trains often come from both directions simultaneously - causing significant delays.

Motor Vehicles / Level of Service (LOS)

Approximately 83% of Monroe residents rely on motor vehicles as their primary mode of transportation to the workplace Many non-resident travelers pass through Monroe via highway routes US 2, SR 522, and US 203. There is some peak hour congestion at many intersections, as well as cut-through traffic in adjacent neighborhoods.

Traffic counts collected in March 2014 were used to analyze Monroe's motorized congestion. Forty-one intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration, including number of lanes, traffic control (reference Figure 4.09).

Intersections were scored into one of six level of service (LOS) categories (see Table 4.03). Each is based on aspects of traffic flow, such as speed, travel time, delay, and freedom to maneuver. The levels range from LOS A to LOS F and correspond to a range that describes free flowing (LOS A) to over capacity (LOS F) operational conditions.

This LOS metric measures the average delay experienced by all motorists at a signalized intersection not the delay experienced by an individual motorist. Additional LOS metrics are provided in Table 4.04.

Transportation LOS standards for the State routes running through Monroe (US 2, US 203, and SR 522) are established through an inter-local agreement between WSDOT and the City. Where the LOS standards for State routes are:

- *D or better prior to development, attempts to maintain LOS D shall be undertaken*
- *E prior to development, the state will request that LOS E be maintained after development*
- *F prior to development, the state will request mitigation measures so that either:*
    - *a) the estimated delay for signalized intersections;*

Table 4.04 - *Transportation System LOS Metrics*

Service Type	Standards/Metrics
Vehicular	Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS D as the standard for City Street Corridors, as measured by the average delay experienced along the corridor, rather than at individual intersections. (See Figure 4.09 for identified corridors)
Pedestrian	Provision of sidewalks or separated paths will be prioritized within pedestrian priority areas, as defined in the Transportation Master Plan.
Bicycle	Provision of bike lanes, separated paths or 'sharrows' will be prioritized on bicycle priority facilities, as defined in the Transportation Master Plan.
Transit	Partner with Community Transit and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park-and-ride facilities.

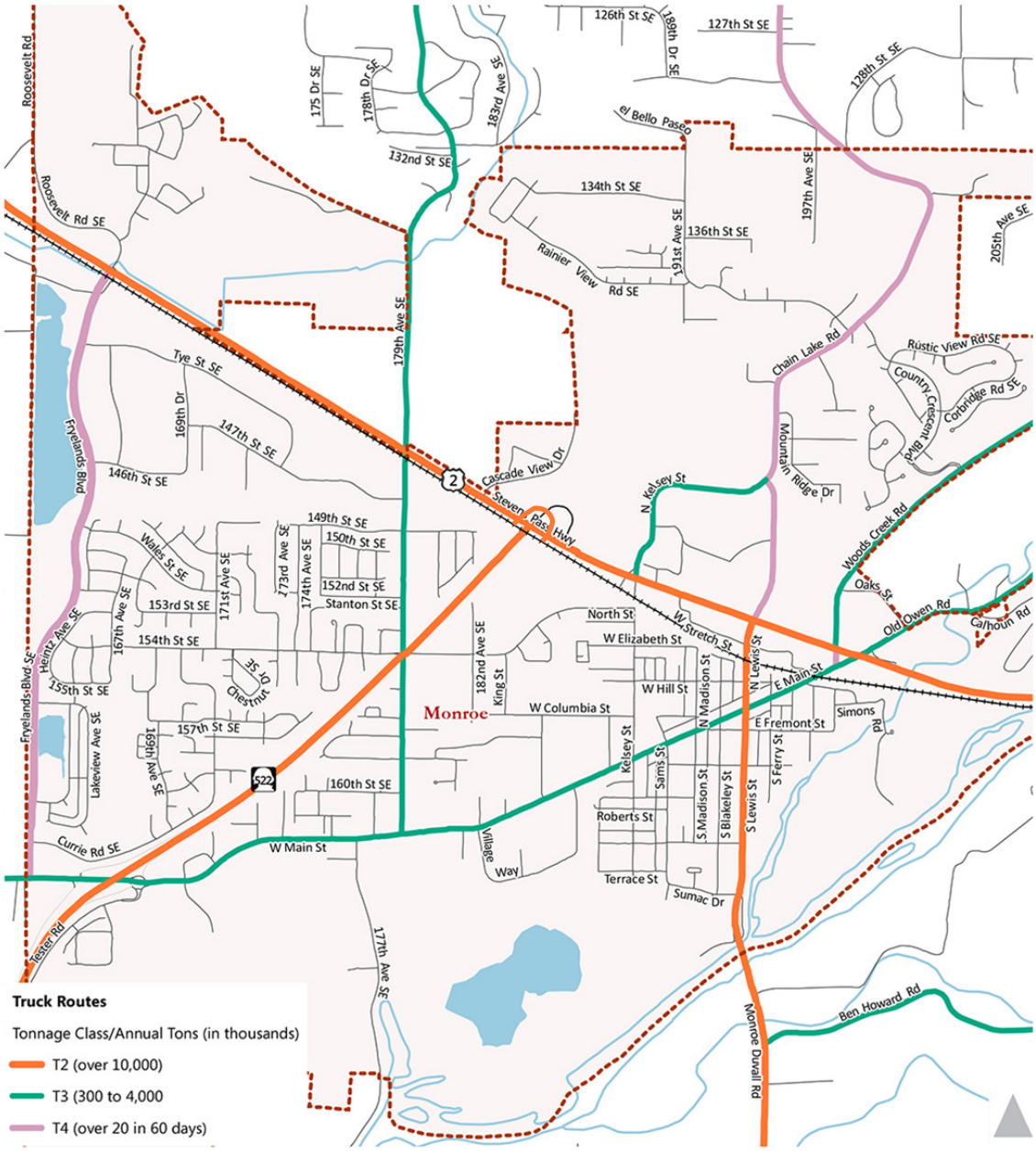

Figure 4.08 - Truck and freight corridors in Monroe, tonnage classification. *(Image source: Fehr & Peers Inc.)*

b) or the reserve capacity for non-signalized intersections;

c) or the volume-to-capacity ratio for segments is no worse than pre-development conditions.

Figure 4.09 shows average daily two-way traffic volumes and Figure 4.10 shows the calculated LOS at each of the 41 intersections. As the figures show, Monroe's primary arterials see the highest traffic volumes, most of these intersections meet the City's LOS standard (shown as green circles).

Locations along US 2, Main Street and Lewis Street warrant on-going evaluation to improve

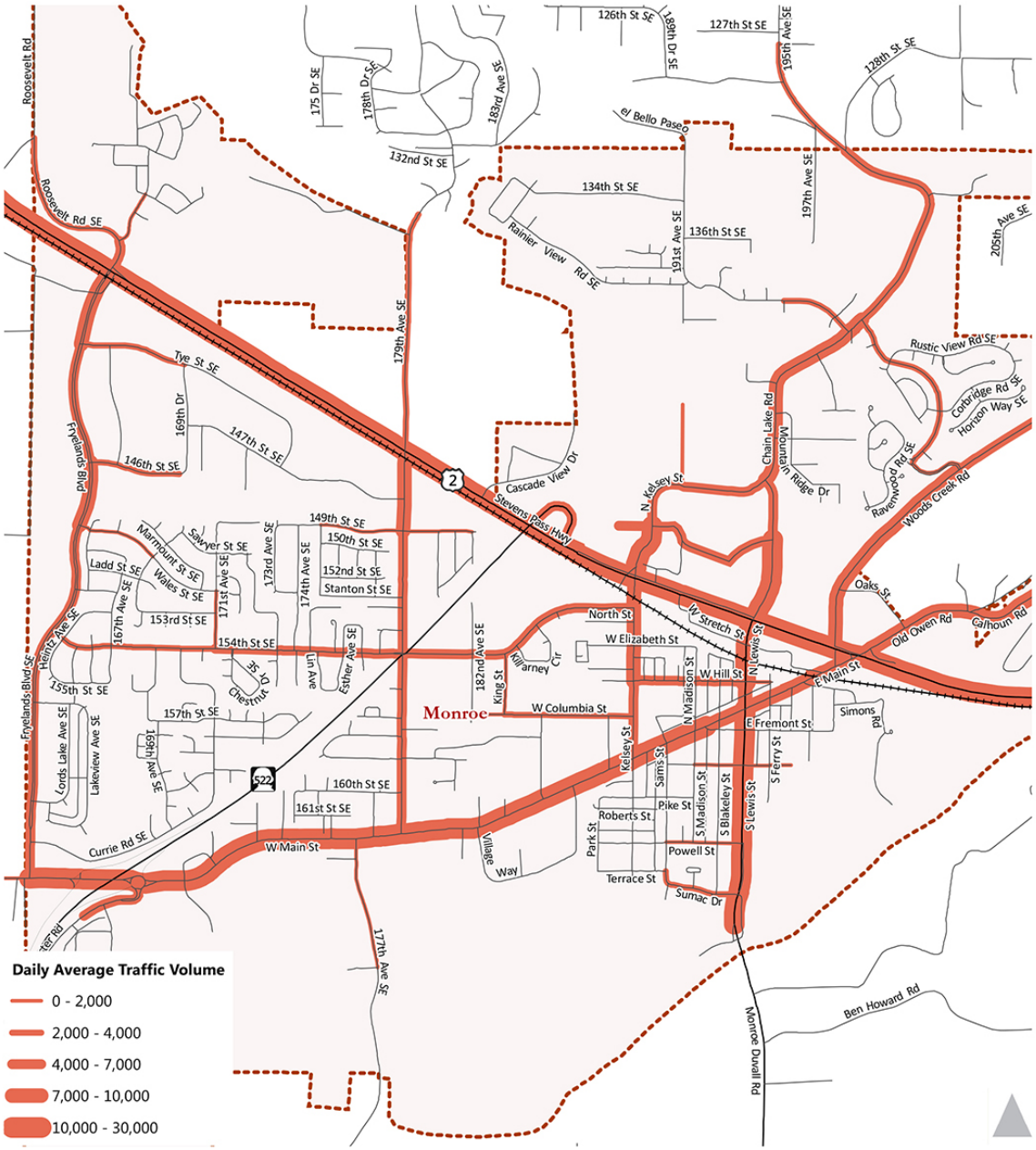

Figure 4.09 - Average daily traffic volumes in Monroe, March 2014. *(Image source: Fehr & Peers Inc.)*

operations. For example, along US 2, signal timing is optimized to provide smooth east-west flow, but serves as a major barrier for local north-south trips.

Although the peak hour study performed for this plan only identified one intersection along US 2 as having overall operations worse than LOS B, the signal timing is optimized to favor east-west flows. North-south traffic experiences much longer wait times. Congestion at north-south intersections increase significantly when a train (or trains) passes through the city.

Non-signalized intersections along Lewis Street (US 203) do not provide easy east-west

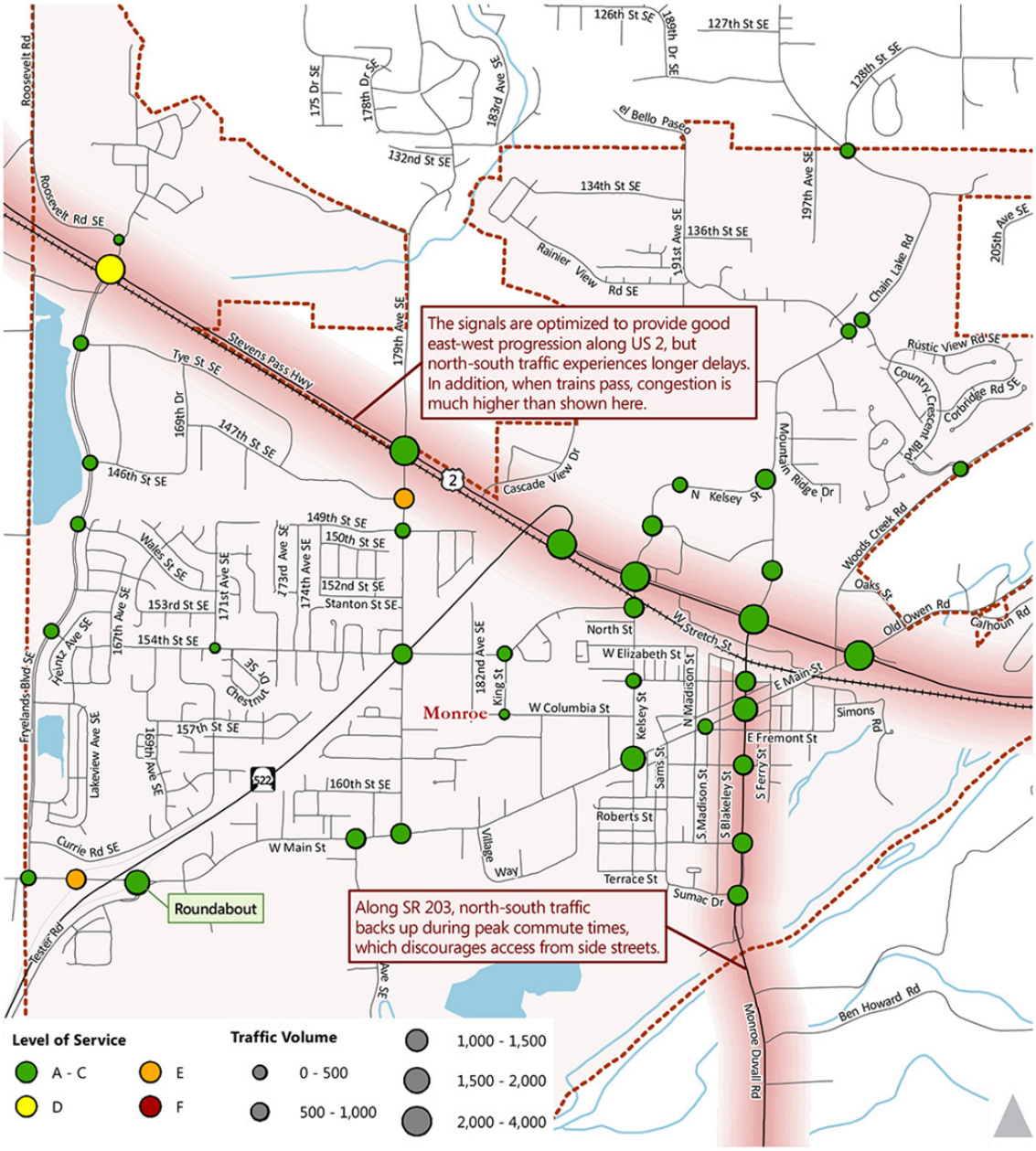

Figure 4.10 - 4:00-6:00 pm Peak Hour Intersection LOS in Monroe, March 2014 *(Image source: Fehr & Peers Inc.)*

movement due to heavy north-south flows. The inability of traffic to cross or merge onto Lewis Street at certain times of day has been reported to create neighborhood cut-through traffic issues, including speeding and volumes in excess of residents' expectations.

Residents have also commented on long delays at the Kelsey Street and Blueberry Lane intersection. Despite the intersection meeting LOS standards, there have been complaints of a queue for drivers turning left onto Kelsey Street.

An intersection not meeting the current LOS standard is located at 147th Street SE and 179th

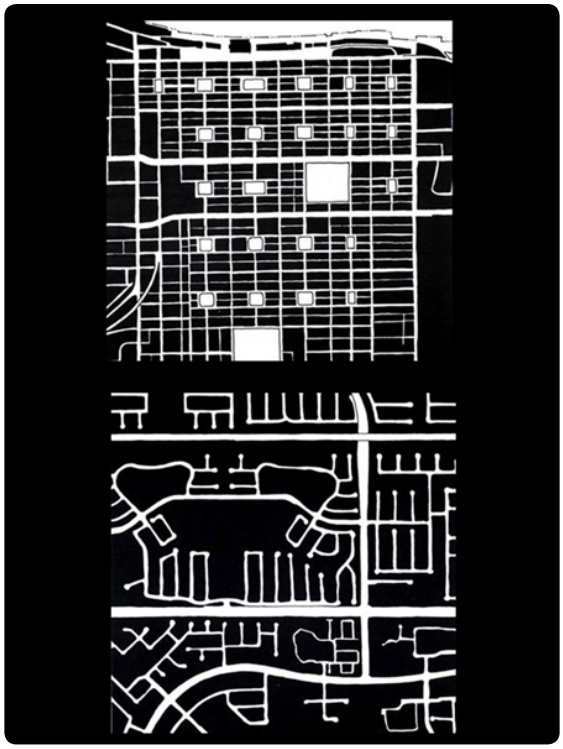

Figure 4.11 - The idea of street networks forming the "bones" of communities is an important concept. The upper street network is from Charleston, South Carolina, a place widely valued for its pedestrian-friendliness and livability. The lower layout, from Van Neys, California, shows how scale and lack of interconnectivity can all but dictate a car-centric lifestyle. *(Image source: Studio Cascade, Inc.)*

Avenue SE (LOS E). This intersection experiences heavy congestion from the eastbound approach. The City plans to address congestion issues at intersections that do not meet LOS standards.

Aviation

Aviation in Monroe is accommodated by FirstAir Field, a privately-owned airport adjacent to the Evergreen State Fairgrounds that is available for public use. FirstAir Airport is not listed in the National Plan of Integrated Airport Systems (NPIAS) and according to the Washington Department of Transportation it is classified as a Community airport. FirstAir Field currently serves an average of 50 aircrafts per day (Federal Aviation Administration, 2015).

Transportation Plan Outreach

Public outreach and coordination with various agencies took place as part of the transportation plan update. These outreach meetings sought to ensure that the City's planning effort was consistent with public concerns, regional mobility, public safety, other agency plans, and school and park access.

The following summarizes the coordination and outreach efforts:

Washington State Department of Transportation (WSDOT)

Discussions with WSDOT primarily focused on the plans for the US 2 bypass, which would realign US 2 to the north. WSDOT owns most of the Right of Way (ROW) for the US 2 bypass, and has included the realignment in its long term project list, but funding has not been identified. The time frame for bypass construction is uncertain.

There has been interest in using portions of the future US 2 bypass ROW to accommodate additional connections between the relatively isolated northern portion of the City and the North Kelsey District. The State ROW blocks many potential road extensions, such as 191st Avenue SE.

WSDOT has indicated willingness to work with the city to move these local projects along, provided that measures are taken to preserve the bypass' viability in the future.

Other issues were discussed with WSDOT as well:

- *US 2 / SR 522 flyover ramp turning lanes*
- *Local street lighting (179th Avenue SE) under SR 522*
- *Potential modifications to the signal at US 2 and Fryelands Boulevard to improve function*
- *Access onto Tester Road from SR 522*

Police & Fire Department

Discussions with the Monroe Police Department and Fire District to discuss public safety related transportation issues were held.

The main points identified were:

- *The effects of train crossings and traffic congestion on response times*
- *Collision hot spots*
- *Enforcement issues related to school drop-off and pick-up area, and the overall lack of students walking to school*
- *The potential of adding a new fire station*
- *Future airport expansion and how that might affect traffic patterns on US 2.*

Parks & Schools

Transportation issues were discussed with representatives from the Monroe School District and City of Monroe Parks Department.

Main points from that meeting were:

- *Interest in using the US 2 right of way to enhance the Centennial Trail's route through Monroe*
- *Use of private trails along Fryelands Boulevard by students*
- *The overall lack of children walking to school or to bus stops*
- *The Parks Department's goal to build portions of trails as funding allows.*

Public Meeting

On March 27, 2014 a comprehensive plan public meeting was held related to transportation. The meeting's purpose was to identify public opinion on transportation issues.

Participants expressed support for the US 2 bypass and also for expanded sidewalk infrastructure. The following transportation challenges were identified:

- *Limited pedestrian and bicycle facilities in certain areas of the city*
- *Growth in cut-through traffic in southeast Monroe.*

Transportation Opportunities & Challenges

The City of Monroe is working to create a stronger regional identity. It has several challenges as it prepares for future growth. Motor vehicle travel dominates the City's transportation framework. The opportunities and challenges below set the context for the goals, policies and actions contained in Chapter 2.

Downtown Revitalization & The Gateway

Monroe's historic downtown gives the City character. Considerable interest exists in ensuring that downtown accommodates those wishing to walk, bike, and park on the street while shopping or meeting with neighbors.

In 2014, the City began an effort to redesign intersections of Fremont, Madison and Main Streets to create a more defined "gateway" into downtown. This project makes other future transformations in downtown possible, including creating a "festival street" along Main, revisiting two-way street operations, and exploring how local traffic accesses Lewis Street (SR 203).

The festival street concept involves parking and roadway revisions to create a curb-less, plaza-like environment in the downtown core. Beyond improving downtown aesthetics, this project is expected to reduce pedestrian crossing distances and conflicts related to parking ingress and egress.

Current discussions regarding a downtown couplet involve converting Main / Fremont into one-way streets, making Main Street a less direct alternative to US 2, reducing cut-through traffic downtown and reducing congestion at the Main/Lewis Street intersection. This project, if pursued, would necessitate additional investments at the "bookends" of the couplet, i.e., Fremont / Main and Lewis / Main.

Figure 4.12 - This plan update envisions a greater focus on development within City limits, reducing growth pressures elsewhere. In addition to cost benefits, this pattern will help reduce the number of vehicle miles traveled, and make alternate means of transportation more viable. *(Image source: Studio Cascade, Inc.)*

Transportation LOS: The Broader Perspective

The Puget Sound Regional Council (PSRC) has required that communities set LOS standards that address all travel modes.

This plan sets the City's transportation LOS policy to measure vehicle operations at the corridor level rather than at the intersection level. LOS standards also incorporate planning considerations for walking, biking and transit.

The new corridor LOS standard recognizes that the overall concern of motorists is not just limited to delay at a single intersection. Rather a corridor level LOS relates to the time it takes a vehicle to travel through multiple intersections.

The LOS standards established in this Plan for walking, biking, and transit modes refer to how welcoming the infrastructure is to support these modes of transportation.

Train Complications

With BNSF train tracks bisecting the city along US 2, With BNSF train tracks bisecting the city along US 2, travelling between north and south portions of Monroe can prove difficult. When a train (or multiple trains) pass through the area, north-south mobility is hindered and traffic can back up along the major arterials, often spilling into neighborhood streets.

Streets affected by the railroad are Fryelands Boulevard, 179th Avenue SE, Kelsey Street, Lewis Street, and Main Street.

Accessibility for emergency service vehicles is also a concern. Emergency service vehicles experience delays when trains block streets.

Bicycle & Pedestrian Facilities in Key Areas

Monroe has made great strides to improve the walkability of its neighborhoods, most noticeably in school areas. Crosswalks with lighted signs have been put in place, as well as off-street paths. There are many places in Monroe where walking and biking is safer than it used to be. Areas in need of improvement are:

- *Safer walking and biking areas*
- *Pedestrian safety while crossing US 2*
- *Pedestrian safety while crossing the railroad tracks*
- *Adding sidewalks in certain parts of the city*

Through-Traffic

Some through-traffic supports Monroe's economic activity. Other through- traffic creates negative impact on residents. Cut-through traffic on neighborhood streets impacts pedestrians and residents who may have difficulty crossing the street or pulling out of parking spaces. The Transportation Plan (Appendix C) identifies ways to address neighborhood cut-through issues.

Transit Accessibility

Although not many people use public transit in Monroe, some infrastructure exists with a park-and-ride lot and designated bus stops in the City. There are limited routes and frequencies, and while Monroe cannot directly control transit

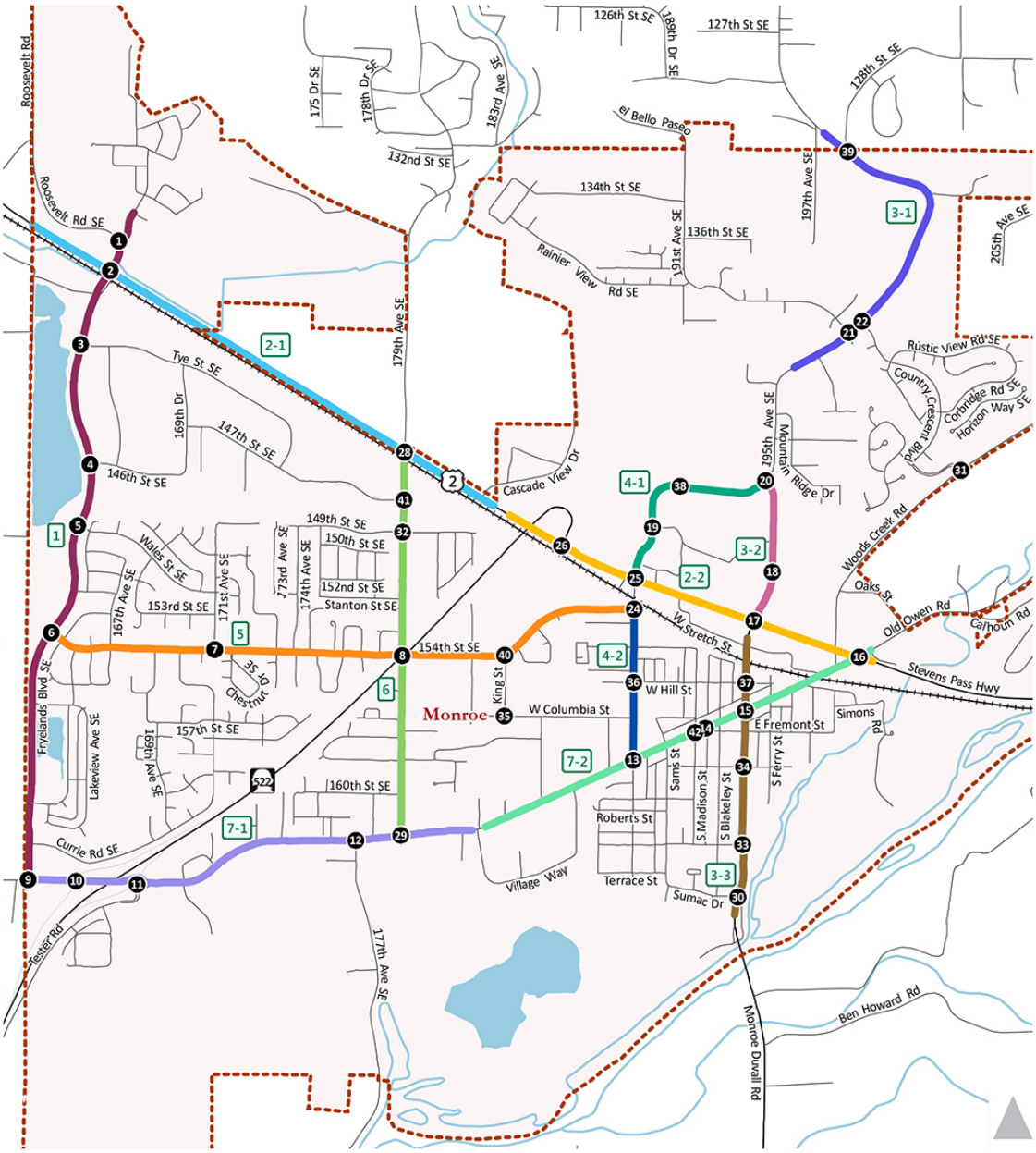

Figure 4.13 - Corridors and identified for vehicular LOS metrics and data intersections. See Table 4.05 for corridor names, per green rectangle numbering symbols. Note that corridor colors are added only to distinguish between corridors, as all would have LOS D standard. *(Image source: Fehr & Peers Inc.)*

service levels, the City can strive to create a welcoming environment for transit.

Funding

Funding the existing transportation system, as well as financing future projects is a challenge. This plan's corridor-based LOS standards provides flexibility for future projects and to address capacity issues where needed.

Table 4.05 - *Corridor ID, Figure 4.13*

No.	Description
1	Fryelands Boulevard
2-1	US 2 (west of SR 522)
2-2	US 2 (east of SR 522)
3-1	Chain Lake Road (north of Kelsey Street)
3-2	Chain Lake Road (south of Kelsey Street)
3-3	Lewis Street
4-1	Kelsey Street (north of US 2)
4-2	Kelsey Street (south of US 2)
5	154th Street
6	179th Street
7-1	Main Street (west of 179th)
7-2	Main Street (east of 179th)

Policy Overview

The policies and action items contained in Chapter 2 are broad and address matters related to various transportation modes including placement, design and function.

In general, the policies and action items address:

- *Improve coordination between service sectors such as water, sewer, and streets to achieve multiple objectives with project investments and maximizing*
- *Support residential and commercial infill patterns city-wide*
- *Improve freight, vehicular and non-motorized mobility, especially regarding crossing conditions at US 2 and the BNSF tracks*
- *Improve connectivity and the walkability of Monroe, including expanding route options throughout the city*
- *Expand and improve Monroe's trail network, serving recreational and non-recreational needs.*
- *Support efforts to enhance emergency service provision, particularly regarding crossing conditions at US 2 and BNSF tracks.*

Over the course of this plan's 20-year horizon, the policies and action items will serve to help the transportation system keep pace with planned growth and address challenges identified in this chapter.